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23 APR
1962

MEMORANDUM FOR : Deputy Director (Research)
THROUGH : Acting Chief, Development Projects Division
SUBJECT : J-58 Spare Engines

1. In the original OXCART program begun in 1959, twelve A-12 aircraft were ordered and thirty-six J-58 engines to reach a planned 50% engine spare level. As a result of subsequent decisions stemming from expansion of engine development program to overcome troubles, from institution of AF-12 and Air Force A-12 procurement and from airframe and engine quantity reductions due to unit price increases, the spare engine situation has become:

CIA	10 A-12 aircraft	30 J-58 engines	50% spares
AF	3 AF-12 aircraft	10 J-58 engines	67% spares
AF	<u>5 A-12 aircraft</u>	<u>17 J-58 engines</u>	<u>70% spares</u>
TOTAL	18 aircraft	57 engines	60% spares

Although the AF-12 aircraft will need greater electrical power capacity, all engines will be interchangeable except for engine driven alternator.

2. Pratt & Whitney have alerted us to the necessity of considering now the desirability of buying additional spare engines. All other aircraft programs including the U-2 have a history of 100 to 200% engine spares. The B-70 is expected to have 67% spare engines.

3. In quantities of fifteen to thirty engines in addition to the presently ordered fifty-seven, Pratt & Whitney will not quote a price reduction below the present [redacted] unit cost. Fifteen or thirty more engines would raise the over-all spares to [redacted] at a cost of [redacted] million dollars.

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4. Approximately sixteen months lead time is estimated between buy and delivery so that a decision to increase spare level can wait until June, but must not be delayed beyond that time to prevent a break in delivery stream and attendant unit cost increase.

5. By June the Air Force study of the bomber version is to be complete and if development is undertaken the engines for that version plus additional OXCART spares may produce a price break. We would lose nothing by a June decision on additional spares since economical monthly production

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of engines in quantities for both OXCART spares and a bomber version could be raised above the presently planned rate and OXCART spares would reach the desired level at the same point in time.

6. I suggest you discuss this with Dr. Charyk to determine if this plan is in agreement with his plans for a bomber version.

SIGNED

EUGENE P. KIEFER
Special Assistant for Technical Analysis
Development Projects Division

E.P.Kiefer:SA/TA/DPD:hmj (20 April 1962)

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